

SIX KILLED ON THE TENNESSEE

COLLAPSE OF BOILER TUBE ON CRUISER SCALDS TEN OTHERS.

Burning Steam Pours Out Into Boiler and Engine Rooms, Penning in the Victims Others of Crew Quickly to the Rescue Cruiser Puts in at San Pedro.

LOS ANGELES, Cal., June 5.—As the result of the collapse of a boiler tube on the armored cruiser Tennessee, off the coast, at 11 o'clock this morning, six men are dead and ten or a dozen injured so severely that some of them may die.

The dead are George Wood, water tender, Scranton, Pa.; E. C. Boggs, fireman, Woodlawn, Ala.; S. S. Tomates, fireman, Norfolk, Va.; F. S. Maxfield, fireman, Toughkenua, Pa.; A. Reinhold, machinist, Germany; G. A. Meek, fireman, Skidmore, Kan.

The injured are E. J. Burns, coal passer, New York; W. S. Burns, coal passer, Brooklyn; J. P. Carroll, fireman, Hartford, Conn.; C. H. Carns, fireman, Ironton, Ohio; A. Hayes, Brooklyn, N. Y.; H. Fitzpatrick, Brooklyn, N. Y.; R. M. Watson, fireman, East St. Louis; R. R. Rutledge, coal passer, Athens, Ga.

The big cruiser left Santa Barbara at 10 o'clock this morning in company with the Maryland, Washington, California, Colorado, Pennsylvania and West Virginia. The Pacific fleet was on a voyage down the coast.

Soon after leaving port Admiral Striber, who commands the squadron, ordered the regular semi-annual speed trial and the vessel was seen churning through the water at the rate of eighteen knots. Steadily increasing the speed as the boiler pressure increased, the cruiser seemed likely to exceed nineteen knots. The engines were working perfectly.

Admiral Striber, Capt. Howard and Chief Engineer Robertson visited the engine room on a tour of inspection, and the Admiral noted that the steam gauge showed a pressure of 230 pounds.

Just after the officers left the starboard engine room the explosion came. There was a muffled roar and a cloud of steam and hotinders filled the foreroom where fourteen half naked men were at work.

Meek and Reinhold were in range of the blast and neither lived to leave his post. Boggs and Wood were desperately hurt, but aided by their less injured comrades, who heroically stood by them, they managed to crawl from the furnace of death to the adjoining foreroom. Of the fourteen men in the fire room, not one escaped injury.

Those on deck were told of the disaster by a cloud of steam and smoke that burst from below. The fire alarm was sounded and the crew rushed to stations. In a few seconds twenty lines of hose were laid, but there was no need for precautions.

The engine room crew rushed into the scalding steam and cinders to aid their injured comrades. Meek and Reinhold were found dead at their posts, while Boggs and Wood, who were practically cooked alive, died in a few minutes after being taken out. Tomates and Maxfield lived until the cruiser arrived in the harbor and then succumbed. It is thought that all the others will recover.

The cause of the explosion remains a mystery. The boiler tubes had frequently been subjected to higher pressure than that which caused the disaster.

The California, Washington, Colorado, West Virginia, Pennsylvania and Maryland, which accompanied the Tennessee, have arrived at Santa Monica.

The Tennessee arrived at San Pedro shortly after 7 o'clock and dropped anchor two miles from shore. The injured men will not be landed until to-morrow.

WASHINGTON, June 5.—A boiler tube on the armored cruiser Tennessee, flagship of the second division of the Pacific fleet, blew out this afternoon while that vessel was cruising off Santa Barbara, Cal.

The accident was reported to the Navy Department to-night by Rear Admiral James H. Dayton, commander of the Pacific fleet, in a wireless dispatch relayed to Washington by way of Santa Barbara.

Admiral Dayton's dispatch gave no further details of the accident. It was said at the Navy Department that a list of the killed and injured was not expected until to-morrow morning, as the Department was unable to get into communication with the Pacific fleet to-night.

The Tennessee is one of the new armored cruisers. She was laid down at the yards of William Cramp & Son at Philadelphia in 1903 and was launched on March 12, 1904. She was formerly attached to the Atlantic fleet. The Tennessee and Washington were organized into a special service squadron last October in command of Rear Admiral Uriel Striber, and they left Hampton Roads about October 15 for the Pacific Coast, arriving there the middle of January. They were assigned to the second division of the Pacific fleet.

The Tennessee is the flagship of Admiral Striber, the division commander. She is 502 feet long, 76 feet 10 1/2 inches beam and 25 feet draught. She carries four ten inch guns in fore and aft turrets. She is commanded by Capt. Thomas E. Howard.

FOR FIRING A SOLDIER.

Charges Presented Against Boss Who Discharged a Guardsman.

ALBANY, June 5.—Adj.-Gen. Henry said to-night that the complaint of First Lieut. William D. Spear, Twenty-eighth Company, Coast Artillery, relative to the discharge from employment of John Miller, a private, had been referred by the State authorities to District Attorney Jerome of New York for action under that section of the Penal Code which holds employers liable for discharging National Guardsmen when they have temporarily left their employment for the performance of duties with the Guard.

MAYOR BUSSE WEDS SECRETLY

Bride the Woman Who Nursed Him When He Was Hurt in a Railroad Wreck.

CHICAGO, June 5.—For thirty-seven days there has been a Mrs. Fred A. Busse, the wife of the Mayor of Chicago, but until to-day less than a dozen persons knew of the secret. The secretary, however, has been so indiscreet as to have been confronted with undoubted proof of the secret marriage that the Mayor to-day admitted it.

"Mrs. Busse and I will keep open house for our friends at Fox Lake after we return from the South," was the formal announcement of the Mayor that there is a Mrs. Fred A. Busse.

The marriage occurred on the afternoon of April 29. It was performed by Judge Theodore Brentano, who up to the last minute stood by the Mayor and refused to verify rumors of the marriage.

County Clerk Joseph Haas saw to it that there was no public notice of the license issued to the Mayor, and only the Mayor's family was let into the secret.

Miss Lee, the bride, is a former St. Louis girl, the daughter of an artist. She has known Mr. Busse for nearly a year. When he was injured in a train wreck she was the "mysterious woman" who with his mother nursed him back to health.

NEW CANAL COMMISSIONER.

Lieut.-Col. Hodges Appointed to Succeed Jackson Smith, Resigned.

WASHINGTON, June 5.—Lieut.-Col. Harry F. Hodges, Engineer Corps, U. S. A., general purchasing agent of the Isthmian Canal Commission, has been appointed by President Roosevelt a member of the commission. Lieut.-Col. Hodges, who resigned recently, Lieut.-Col. Hodges has been in charge of the Washington offices of the commission since August, 1907. Prior to that time he was in the office of the chief of engineers of the army. He is a member of the board of engineers for rivers and harbors and a member of the lighthouse board. Capt. Frank C. Boggs, Engineer Corps, assistant purchasing agent, will be placed in charge of the purchasing office in this city temporarily.

Col. Hodges will be a general assistant to Lieut.-Col. Goethals, chairman and chief engineer of the commission. He will not have charge of any particular branch, but will have general supervision over the engineering work. The Department of Labor, Subsistence and Commissary, which was in charge of Mr. Smith, will be placed in charge of the commissary.

Devoted to the relief work in San Francisco after the earthquake and fire and has had considerable experience in the handling of subsistence and commissary of the army. He will be assisted by Major Eugene T. Wilson of the Coast Artillery Corps.

The appointment of Col. Hodges to membership on the commission leaves only one civilian on the commission, former Senator J. C. Blackburn, who is in charge of the civil government. The commission has seven members, five of whom are army officers, one a navy officer and one a civilian.

FORGERIES INVOLVE \$30,000.

Marion B. Riffe of Pneumatic Transit Co. Fails to Find \$10,000 Bail.

PHILADELPHIA, June 5.—Through his counsel Marion B. Riffe, secretary of the local branch of the Pneumatic Transit Company of New York city, who was arrested on a charge of forgery which is said to involve about \$30,000, waived a hearing before Magistrate Beaton this morning and was held in \$10,000 bail for trial. When court closed late this afternoon he had not found a bondsman.

The amount of bail in the case was fixed at the suggestion of Chester M. Farr, who, with William A. Glasgow, represented the company. When application was made by the prisoner's counsel to waive a hearing, Mr. Farr said the company had no objection, but that as the amount involved would reach probably \$30,000 he suggested the amount of bail which was fixed.

Auditors are now at work on the company's books and until they make a report it will be impossible to fix accurately the amount of money involved. The forgeries are said to have extended through at least two years.

B. G. Batcheller, the treasurer of the company, swore out the warrant for the arrest of Riffe. In his affidavit Batcheller alleged only two specific cases of forgery.

TRAFFIC PRECINCTS CREATED.

Commissioner Bingham Cuts Loose These Men From Rest of Department.

Commissioner Bingham yesterday made another step in the development of the traffic squad, cutting it loose from the rest of the Police Department.

The 500 traffic men are to be divided into three separate precincts, lettered A, B and C respectively.

Traffic Precinct A, with about 150 men, will be commanded from City Hall, formerly the Third precinct, and will cover the streets south of Canal street. Traffic Precinct B, with about 150 men, will regulate traffic up to Twenty-third street and will be commanded from a new station house to be opened to-day at 36 East Ninth street.

Traffic Precinct C, with about 200 men, will be commanded from the old Third sub-precinct at 1 East Twenty-seventh street. It will cover the city from Twenty-third street to Seventy-third street.

The principal change brought about is in the abolition of the old Third precinct at City Hall with its sub-station in Twenty-seventh street. City Hall station formerly had ordinary patrolmen, license squad and traffic squad men reporting to it. All these but the traffic men are now ordered to report to Elizabeth street and the station becomes a traffic squad headquarters alone. As before all the traffic men are held together in a separate inspection district under Inspector Schmittberger.

Traffic Precinct A will be in charge as before of Capt. E. S. Walling. Lieuts. W. F. Boettler and William McCullagh are designated acting captains to command respectively Precincts B and C.

Along with the traffic changes and the transfer of the six lieutenants and a score of patrolmen from City Hall to Elizaabeth street were made all the transfers of court not announced the day before. Altogether the special order contains some 300 transfers, one of the biggest batches ever made in the history of the department.

YALE-PRINCETON BASEBALL GAME.

At Princeton, Saturday, June 6. Special train via Pennsylvania Railroad leave New York 8:25, 9:25, 10:55 A. M.; returning 80 minutes after game and 9:45 P. M. Round trip tickets \$2.10 from New York.—Ad.

CARS COLLIDE, KILLING EIGHT

TWELVE OTHERS INJURED IN AN ACCIDENT NEAR ANNAPOLIS.

Official of the Road Badly Hurt and His Little Daughter Killed—Woman and Two Men in Evening Dress Going to Naval Academy Ball Among the Dead.

ANNAPOLIS, Md., June 5.—Two cars of the Washington, Baltimore and Annapolis Electric Railway Company running at high speed collided near Camp Parole, two miles from Annapolis, this evening and were completely wrecked.

Six men, one woman and a child were killed outright.

The child was the three-year-old daughter of William E. Slaughter, general manager of the road.

The woman and two of the men were evidently on their way to attend the June ball at the Naval Academy and they presented lying dead on the track in the attitude of the ballroom a doubly sad suggestion.

The dead are: William Norton, 3221 West Lombard street, Baltimore, an employee of Armour & Co.; A. H. Schults, North Guilford avenue, Baltimore, employed by the Crown Cork and Seal Company; George W. Green, Jr., thought to be of Baltimore; James O'Neal, motorman of the car, home said to be in New York State;—Schriner, watchman of the W. B. & A. Railway Company at Academy Junction;—McDaniel, an employee of same company;—Slaughter, three-year-old daughter of William E. Slaughter, general manager of the company; woman, unidentified.

The injured are Thomas Williams of Baltimore, cut about the head and face; B. B. Williams of Baltimore, slightly cut about the arms; Harry Jacobson of Baltimore, ankle sprained; Mrs. A. H. Schults of Baltimore, cut about the body; Mrs. McDaniel of Baltimore, bruised about the body; State Senator Peter J. Campbell of Baltimore, cut about the legs and face; Mrs. Campbell, his wife, slightly hurt about the head; Miss Mignon Catherine Campbell, daughter of above, ankle broken and badly cut about the head; William E. Slaughter of Annapolis, cut about the body; Thomas Wilson of Annapolis, bruised about the legs; W. W. White of Baltimore, cut about the head; Mrs. White of Baltimore, cut about the body; William E. Slaughter, general passenger agent of the W. B. & A., with headquarters in Baltimore, seriously hurt about the head and body; Miss Van Meter of Martinsburg, W. Va., leg broken and cut about the face and arms; Judge James R. Brashears of Annapolis, cut on head and bruises on upper part of body, not serious.

The responsibility for the accident has not been definitely placed, but it is stated on authority that appeared to be good that there was a confusion in the orders as to where the cars should pass. The cars were both specials, the down car from Baltimore and the other from Annapolis having left at 7:45. The accident occurred about ten minutes before 8.

Throughout to-day the cars have been running with great frequency carrying visitors to and from Annapolis, Washington and Baltimore. As there is only a single track at Naval Academy Junction, the point at which Baltimore and Washington cars bound for Annapolis diverge, extraordinary care had been exercised to avoid just such an accident as occurred.

About 9:45 o'clock the regular train from this city reached Camp Parole a little late and was going at full speed. It carried the usual number of passengers. Another car had started from Annapolis about 7:35. No explanation has as yet been offered as to who was at fault, but the two heavy cars came together head on with terrific force.

WASHINGTON, June 5.—None of the pending suits against great corporations under the Sherman anti-trust law and the Elkins rebate law will be pressed at present, and probably not until after the election next November. Even the Federal petition against the New York, New Haven and Hartford Railroad, which was pushed against the President's wishes and against his knowledge, will probably not come to trial until late in the present year, and perhaps not until some time in 1909.

Attorney-General Bonaparte said to-day in reply to questions as to the Government's intention regarding certain new cases against the Standard Oil Company under the Elkins law:

"It was the intention to begin trying the cases before Judge Beddome this month. Owing to certain unforeseen happenings it will not be practicable to try them for several months."

WOMAN AN AUTO SPEEDER.

So Bicycle Policeman Sauer Charged in Mrs. Scott's Case.

Mrs. Frances Scott of 87 Hamilton place was arrested yesterday afternoon for speeding an automobile on Fifth avenue.

She was operating a big machine which her husband, a banker, presented to her. Bicycle Policeman Sauer said that she was going down the avenue at the rate of twenty miles an hour.

He pursued her from Eighty-seventh street to Seventy-third before he could overtake her, he said.

She was arrested in the Yorkville police court, where Magistrate Herrman held her for trial in special sessions. Her husband went to court and gave bail.

CHIEF CROKER'S WIFE HURT.

Thrown From a Carriage in a Runaway Near Their Summer Home.

Mrs. Edward F. Croker, wife of the fire chief, was thrown from her carriage and seriously hurt in a runaway accident on Thursday near her home at Tiana Bay, L. I.

Mrs. Croker and her daughter Edith went to their country place only a few days ago and had taken a drive every day since their arrival. On Thursday they took a horse out to a runabout and started toward Southampton. When about a mile from the house the horse took fright at a log in the road and started to run.

Miss Croker was driving, but she was unable to hold the horse, which ran into a ditch and overturned the runabout. Miss Croker was not hurt, but Mrs. Croker fell heavily on her side and lay motionless in the road. The horse went on down the road and was caught by neighbors, who went back to see what had happened.

When they saw Mrs. Croker they at once sent for doctors from Southampton and had her removed to a nearby house. It was found that she probably had sustained internal injuries and was in a serious condition, although it was not thought that her injuries would prove fatal. Last night her condition was said to be unchanged.

UNCLE SAM ORDERS BALLOONS.

Three Dirigibles and an Aeroplane With Which to Make Experiments.

WASHINGTON, June 5.—Uncle Sam is going into the flying machine and balloon business on his own hook and in partnership with private enterprises. This promises to be a busy season up in the air if the present plans of the Government are carried out. The Signal Corps of the army has ordered three dirigible balloons and one aeroplane, with which experiments will be made at an early date.

Under the terms of an order issued to-day the War Department will permit Israel Ludlow, who is building an aeroplane on his own account, to stable his machine in the old Pennsylvania Railroad station, which was abandoned last year. Considerable work remains to be done on the Ludlow aeroplane before it can be brought into use. The construction of the balloon, which is nearly the whole of the last year. As soon as the motor has had some running trials the machine will be taken out to the speedway that skirts the Washington Monument grounds and a chance given to it to get into the air.

Directions to govern persons experimenting in aeronautics are being sent out from the Weather Bureau. They are designed for the use of aero clubs throughout the country. They say in part:

"Corresponding with the observations of the meteorological elements made in the balloon there should be collected those made simultaneously at the ground. This can be done by arranging with the neighboring Weather Bureau stations for special readings of the instruments at the stations to be made during the hours of ascension. Many records in the upper air have been found of little value for the lack of surface readings."

VAN FALLS OFF THE PALISADES

Carrying Furniture, Three Horses and the Driver Down 300 Feet.

YONKERS, June 5.—While driving a three horse van loaded with furniture up the Palisades from Alpine, opposite Yonkers this evening, James Liddine of Coytesville, N. J., was thrown with his van and horses to the bottom and is now in St. Joseph's Hospital in this city.

Liddine left Alpine about 3 o'clock, his van well loaded. When up about 300 feet above the river the rear wheels of the van skidded and went over the rocks, pulling down the van and horses and all. The van and most of its contents were smashed and the horses badly injured. Liddine, however, has only two scalp wounds and two small cuts on the arms.

ADVISED TO CHINA.

Sir Walter Caine Hillier Appointed to Important Post by the Government.

Special Cable Dispatch to THE SUN. LONDON, June 5.—The Pekin correspondent of the Times says that Sir Walter Caine Hillier, who in 1903 was advisor to the military authorities of China, has been appointed adviser to the Chinese Government. He will enter upon his new duties forthwith.

Sir Walter has held several places in the British diplomatic service in China. He was Consul-General in Corea from 1890 to 1896 and professor of Chinese at King's College, London, since 1904.

PORTRAIT LAW UPHOLD.

In Case of an Actress, a Minor, Whose Picture Dry Goods Firm Took.

The law passed in 1903 prohibiting any person from publishing, distributing or otherwise making commercial use of another person's portrait without the written consent of the subject of the portrait was upheld as constitutional yesterday by the Appellate Division of the Supreme Court.

Helen Wyatt, an actress, who is still under the legal age, brought suit against several dry goods firms in the city for exhibiting her photograph in advertising a certain costume. She sued through her mother, Minnie Wyatt, as legal guardian, and asked for an injunction to restrain the further use of her portrait, as well as damages for the publicity she had attained.

The dry goods people pleaded that she had laid herself open to the scattering of her portraits by posing professionally for a photographer, who openly made reduced rates for actresses, models and such who would pose and allow him to sell the pictures. The dry goods firms argued that as they had got their pictures from this particular photographer, Miss Wyatt was estopped from questioning the use made by the photographer of her pictures.

Justice Ingraham, writing the Appellate Division's unanimous opinion, holds that the law of 1903 is constitutional in so far as it prevents any one from making indiscriminate use of another person's portrait without the written authority of the person portrayed. The same rule must apply with even more force, Justice Ingraham says, to a minor, and he upholds the claim which makes it necessary for the photographer to obtain the written consent of a minor's parent or guardian before he can use the portrait. Justice Ingraham, for the Court, sustains the demurrer to this defense and directs the dry goods firms to answer the charges unless they wish the suit to be a judgment to be granted against them.

Miss Wyatt is suing each firm for \$5,000 damages.

SUIT TO TEST HEPBURN LAW

ANTHRACITE COAL ROADS ARE ATTACKED BY BONAPARTE.

Prosecutions Against Six Railway Companies, Alleging Violations of the Commodity Clause, Begun Yesterday in the United States Court in Philadelphia.

PHILADELPHIA, June 5.—Proceedings to test the constitutionality of the commodity clause of the Hepburn act, which provides that all railroads must sever their connection with all other business except that of common carriers, were begun in the United States Circuit Court to-day by the filing of bills in equity by the Government against six railroads engaged in transporting anthracite coal in interstate commerce.

The defendant companies are the Philadelphia and Reading, Delaware, Lackawanna and Western, the Delaware and Hudson, the Pennsylvania Railroad Company, the Erie and the Lehigh Valley.

The papers were filed by Assistant United States Attorney-General A. Allison Wilmer, acting for Attorney-General Bonaparte.

The bills set forth that the defendant companies, by conveyances and leases made long before the first day of May, 1906 (upon which date the Hepburn act became operative), held anthracite coal lands and coal mines in the State and had an interest in the coal mined and being mined therefrom since the first of May, and that these mines are now being operated under the authority of the defendants.

It is further set forth that the defendants are the owners of the entire capital stock of the coal companies named in the bills and that they thus control and have been controlling the election of the directors or managers of these subsidiary concerns, and that by virtue of the ownership of the entire capital stock of the coal companies and the management of them by certain officers of the defendants the mining of anthracite coal is being carried on under the authority of the railroads.

It is also asserted that the product of these mines since May 1 has been loaded at the mines upon the cars of the defendants for transportation in interstate commerce and transported over the roads of the defendants from the State of Pennsylvania by continuous carriage across the boundary line into New York, New Jersey and other States for sale and delivery at markets in those States, and that a large quantity of this coal is not necessary and intended for the use of the defendants in the conduct of their business as common carriers.

It is alleged that there is thus failure to comply with the act approved June 29, 1907, which prescribes that:

"From and after May 1, 1908, it shall be unlawful for any railroad company to transport from any State, Territory or the District of Columbia to any other State, Territory or the District of Columbia, or to any foreign country, any article or commodity other than timber and the manufactured products thereof manufactured, mined or produced by it or under its authority, or which it may own in whole or in part, or in which it may have an interest direct or indirect, except such articles or commodities as may be necessary or incidental for its use in the conduct of its business as a common carrier."

DR. MORRIS' AUTO UPSET.

Naval Surgeon's Wife Injured in an Accident at Greenwich.

GREENWICH, Conn., June 5.—A big automobile turned turtle on the post road at the top of Toll Gate Hill this afternoon. In it were Dr. and Mrs. Lewis Morris and the mechanic, Joseph St. George, all of Newport. Dr. Morris is chief surgeon in the United States torpedo station and the party were on their way home after a thousand mile trip to Delaware Water Gap, the doctor driving, when the right front wheel collapsed, the car swerving to one side of the road. Mrs. Morris and the mechanic were thrown a long distance. The mechanic was unhurt, but Mrs. Morris sustained scalp wounds, cuts and bruises on the shoulder. She will be laid up for a week. Dr. Morris was pinned under the car by the wheel, his head struck the ground and he was rendered unconscious, but recovered soon and crawled out.

TENDERLOIN FINGER PRINTS.

Capt. Murphy Gets Imprints From the Women Arrested in His District.

Acting Captain Thomas Murphy, who went to command the old Tenderloin police station a week ago, told Commissioner Bingham yesterday that his men had arrested about thirty women on each of the two previous nights and said he thought that if he could take the finger prints of women arrested for various offences he could prevent many women from giving fictitious names and getting off with light sentences in court.

Commissioner Bingham told Capt. Murphy to go ahead and try his plan. It was put into operation last night. When a woman was taken to the station house she was escorted to a room where the imprint of her left hand and her left forefinger was taken. Then she had to write her name underneath. After that her pedigree was taken by the desk lieutenant. Capt. Murphy said that by this plan the cumulative sentence would have a better chance at the old offenders. He said he might see the same scheme on women arrested for shoplifting.

R. R. RATE WAR PROMISED.

Competitors of the Erie to Meet Its Rates on Steamship Business.

CHICAGO, June 5.—The competitors of the Erie Railroad, displeased by the policy of that road with respect to eastbound steamship business, have decided to begin a rate war.

The Baltimore and Ohio has given notice to the Interstate Commerce Commission and to the Central Passenger Association that it will as soon as legally permitted make a rate of \$8 from Cincinnati to Baltimore. These rates, it is intended, shall be confined to steamship business, but it may be found necessary to apply them to domestic business.

The Nickel Plate has put in force Erie's \$10 second class rate from Chicago to New York. All other roads, with the exception of the Lake Shore, the Michigan Central and possibly the Pennsylvania, are expected to fall into line.

KING OFF FOR RUSSIA.

Edward and Alexandra Sail at Daybreak for Reval Via the Kiel Canal.

Special Cable Dispatches to THE SUN. LONDON, June 5.—The King and Queen embarked on the royal yacht Victoria and Albert at Port Victoria to-night. They will sail at daybreak for Reval by way of the Kiel Canal.

ST. PETERSBURG, June 5.—The Social Democratic members of the Duma met to-day to frame a telegram thanking the Socialist and Labor members of the British House of Commons for protesting against King Edward's visit to the Czar.

In an interview M. Gorky, the Socialist leader, said the British Socialists and Laborists exactly appreciated the situation. The visit amounted to an official condemnation of the worst acts of the Government and ruling class toward the people, such as the dissolution of the first and second Dumas and innumerable executions.

The Russian Social Democrats would welcome an alliance with the British people, but nothing that King Edward could say or which could bring the Russian people and Russian Government nearer together.

WOMEN IN NUN'S DRESS HELD.

Arrested as Vagrants Again—Priest Calls Them Importers.

Two women dressed as nuns and calling themselves Sister Agnes and Sister Adele were in the Tomba police court yesterday charged with vagrancy. They say they are members of a French order. The police and Father McMahon, director of Catholic charities, say they are importers.

The women have been arrested twice before on like charges. Detectives Casassa and McKenna have been following them for several days.

The women said yesterday that they were being persecuted and that the police had treated them brutally. The detectives in reply said that many complaints had reached them against the women, who have been soliciting alms throughout the city. Bank-books showing deposits of several thousand dollars were found on them, as well as \$80.65 in cash. They were held in \$200 bail for a further hearing on Monday.

The women have recently been living at 310 East Twenty-ninth street.

500 MILE HORSE RACE A TIE.

Bronco and Kentucky Bred Animal Run From Evanston to Denver Nose and Nose.

DENVER, June 5.—Two horses passed over the wire nose and nose here to-day at 2:20 at the finish of a 500 mile endurance race. The race was started from Evanston, Wyo., last Saturday morning.

One of the horses was ridden by Frank Wyker and was a genuine bronco. The other was ridden by Charles Workman and is a Kentucky bred from Buffalo Bill's town, Cody.

Twenty-five horses started in the race, but they dropped out along the road, until at Cheyenne, 120 miles away, last night there were only five left in the race. Three of these dropped out between here and Cheyenne.

SHAH MAY APPEAL TO RUSSIA.

Said to Have Sent His Jewels There—He's Hiding From Bombs in Summer Palace.

Special Cable Dispatch to THE SUN. TEHRAN, June 5.—The Shah, whose unexpected departure from the city caused some excitement yesterday, leading to a report that he intended to leave the country, has gone to the summer palace in the hills in the neighborhood of the capital.

He left Tehran in consequence of continued reports of fresh plots against his life following the recent attempt to assassinate him with a bomb.

There is an unconfirmed rumor that he has sent his jewels to Russia, whither he will follow to invoke the Czar's help against his rebellious subjects.

ROOT GOING TO MULDOON'S.

Will Spend Two Weeks There and Then Go to His Farm Near Utica.

WASHINGTON, June 5.—Secretary Root to-day denied that he expected to remain in Washington the greater part of the summer sitting "on the lid" as a sort of Pooh Bah of the Administration while the President and the other members of the Cabinet are sojourning elsewhere. Mr. Root expects to leave Washington about June 20, the date on which the President is to go to Oyster Bay, and spend a fortnight at Muldoon's famous resort near White Plains.

The Secretary's health is excellent, but he believes a two weeks sojourn at Muldoon's will be most beneficial. He liked his experience there last year. Early in July Secretary Root will go to his farm near Utica and there spend the summer.

SERBIAN